









**Hughes and Hough**  
AUCTIONEERS TO THE GOVERNMENT,  
AND ADMIRALTY.  
General Auctioneers  
AND  
Share, Coal and  
General Brokers.

**"TO-KWA-WAN"**  
COAL STORAGE.

Codes used:  
A.B.C. 4th & 5th Editions.  
A.L. TELEGRAPHIC CODE.

Telegraphic Address  
MERION HONGKONG.

**PUBLIC AUCTION.**

THE Undersigned have received instructions from Capt. JAMES to sell by Public Auction,

**FRIDAY,**

the 20th March, 1914, commencing at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of  
Lee House Street.

**A QUANTITY OF**  
**TEAKWOOD AND VALUABLE**  
**BLACKWOOD FURNITURE,**

Comprising as follows:—  
TEAKWOOD—Dining and Drawing Room Furniture, Upholstered Arm-chairs and Sofas, Carpets and Rugs, Brass-mounted Bedsteads, Bureaux, Wardrobes, Washstands, &c., Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., &c., Dinner and Dessert Services, Crockery, Sundry Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, &c., Brass Fenders and Fire Brasses, &c.

Also  
Two Pianos, Large Blackwood Screen, Wall Brackets, Inlaid Blackwood Trays, Blackwood Folding Chairs, Cabinets, Over-mantels, Side Table, Desks, a variety of Stands, etc., several pieces of good Chinese Porcelain (to be sold without reserve), 1 Engraving, New Tatallus, &c. (Full Particulars from Catalogue.)

TERMS:—As usual.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, March 18, 1914. 332

**PUBLIC AUCTION.**

THE Undersigned have received instructions from Mrs. A. O. LANG, to sell by Public Auction,

**WEDNESDAY,**

the 25th March, 1914, commencing at 2.30 p.m., within his Residence  
No. 108, the Peak.

**THE**  
**VALUABLE HOUSEHOLD**  
**FURNITURE**

therein contained.  
Comprising:—  
Upholstered Arm-chairs and Chesterfield Sofa (Lane, Crawford make), Brussels and Axminster Carpets and Rugs in good condition, Water Colours and Engravings, Cherrywood and Blackwood Tables and Stands, Brass and Porcelain Vases, &c., Large Extension Dining Table, Sideboard, Chairs, Desk, &c., Glassware, Dinner and Dessert Service (Limoges France) Stair Carpet and Massive Brass Stair Rods, Red Room Suite by Lane, Crawford, White Enamelled Twin Bedsteads (Box Mattresses), Large Hanging Wardrobe, &c., Bath Room Pantry and Drying Rooms Requisites, Aluminium Saucepans and Cooking Utensils, &c.

Garden Tent (Practically New), Garden Roller and Lawn Mower, Plants in Pots and Washing Machine.  
On view day before sale.  
Catalogues will be issued.  
TERMS:—Cash on delivery.  
**HUGHES & HOUGH**  
Auctioneers.  
Hongkong, March 12, 1914. 317

**PUBLIC AUCTION.**

THE Undersigned have received instructions from Mrs. OSTERBERG, to sell by Public Auction,

**FRIDAY,**

the 27th March, 1914, at 11 a.m., at No. 3, Kenebford Terrace, Top Flat, Kowloon.

**THE**  
**VALUABLE HOUSEHOLD**  
**FURNITURE**

therein contained.  
Comprising of:—  
Upholstered Arm-chairs and Sofas, Occasional Tables, large Blackwood Desk, Floorboards, Paintings, &c., &c., Fine Bathroom Suite, Carpets, &c., &c. (Full Particulars from Catalogue.)  
On view day before sale.  
TERMS:—As usual.  
**HUGHES & HOUGH**  
Auctioneers.  
Hongkong, March 18, 1914. 317

**PUBLIC AUCTION.**

THE Undersigned have received instructions from The Hon. the Director of Public Works, to sell by Public Auction,

**MONDAY,**

the 23rd March, 1914, at 3 p.m., at the Old Pumping Station, (at junction of Shanghai Street) and Waterloo Road, Taumati.

**2 WORTHINGTON PUMPS**  
AND  
**ENGINES.**

TERMS:—As usual.  
**HUGHES & HOUGH,**  
Government Auctioneers.  
Hongkong, March 17, 1914. 331

**PUBLIC AUCTION.**

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Comprising of:—  
Upholstered Arm-chairs and Sofas, Occasional Tables, large Blackwood Desk, Floorboards, Paintings, &c., &c., Fine Bathroom Suite, Carpets, &c., &c. (Full Particulars from Catalogue.)  
On view day before sale.  
TERMS:—As usual.  
**HUGHES & HOUGH**  
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Hongkong, March 18, 1914. 317

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Hongkong, March 18, 1914. 317

**AUCTIONS.**

**PUBLIC AUCTION.**

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**THURSDAY,**

the 19th March, 1914, at 2.30 p.m., at No. 2, Gomes Villas, Kowloon.

AGENTS U.S.A. RYOOLE, 3 STEERDS, GEARCASE, FREE WHEEL, NEW INNERTUBES, TROPICAL TYRES, ALL ACCESSORIES, and in very good Condition.

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Hongkong, March 17, 1914. 337

**THEATRE ROYAL.**

**SATURDAY, March 21st, 9.15**

Under the Distinguished Patronage of H. E. the Governor and Lady May.

**European Y.M.C.A. Annual Concert**

**SECOND PART**

**Introducing the**  
**MERRYMAKERS**  
**in their**  
**MUSIC**  
**IMITRY**

**LADY MAY**

Tickets \$3, \$2, \$1, Soldiers & Sailors in uniform half price to \$1.50.

**Plan at Mounties.**

Hongkong, March 10, 1914. 298

**THE LONELY TIENSIN**  
**BACHELOR.**

**LANCASHIRE LASSES READY TO**  
**GO TO TIENSIN.**

The lonely Lancashire man of Tientsin who is seeking a Lancashire lass "about his own age," should not have much difficulty in arranging an engagement and getting a domesticated young woman to go out to North China to be his wife, judging from the inquiries being made at the Police-office in Manchester, and by Mr. J. B. Smith, chairman of the Manchester Board of Guardians.

"I am out here in Tientsin for five years," writes the young man, "and my age is 21 years and my height 5ft. 6in., having a salary of £15 per month, with a rise of £3 every two years. I am a Customs Officer in the Imperial Chinese Customs, and if you can assist me in any way of finding a wife I should feel very grateful and thankful for doing a kind favour to a friend beyond the seas. I am looking for a Lancashire lass about my own age, in the way of making a good wife for a lovely home in Tientsin."

Mr. J. B. Smith, when seen by a Manchester "Evening Chronicle" representative, said he was impressed with the letter, and would do all he possibly could for the young man. "Of course, as chairman of the Manchester Board of Guardians I cannot take any responsibility, but I intend to write to the man personally, and subsequently get letters sent on to him."

CHILD SEND PHOTOGRAPHS.

"Oh, yes! I have received some replies," was Mr. Smith's answer to a question on the subject. "I have a number here, and there are quite a lot waiting for me down at the Guardians' office. Some have sent their photographs, and a number have put in the letter a stamped envelope for reply, and others are very anxious to know his name and address so that they can send on the right kind of letter to Tientsin. I shall enclose a slip in them and the young ladies can then get into communication."

"Our representative saw a number of the letters already received by Mr. Smith. They came from Oldham, Warrington, St. Helens, Whalley Range, Stratford, Old Trafford, and Bradford (Manchester). One young lady says: 'I am 21 years of age, and would like to go to China.'"

"In reply to your advertisement," writes another. "I am 22, and am a mill girl by trade."

"A third writes in a good hand: 'I am taking the liberty of writing you a lonely letter. I have a great ambition to go abroad. I have had a good education in one of the best schools in Salford, and I am thoroughly domesticated. If I am not asking too much, will you kindly forward the name and address of correspondent?'"

There is a fourth: "Seeing your advertisement in the 'Evening Chronicle,' will you put me in communication with the same? Send photograph and oblige."

Some of the girls say they can get excellent recommendations, and one ignores the salary.

The young Lancashire man is prepared to exchange photographs, and no doubt during the next few months he will have a lot of correspondence from the County Palatine to deal with, and he will have a difficult task in selecting the right girl. Mr. Smith is anxious that nothing but genuine offers should come forward.

IS THE SALARY SUFFICIENT?

A well-known Manchester man, in discussing the question, said he hoped that Lancashire girls would be very careful, and bear in mind that £15 a month in China was very trifling. "I do not suggest that this man's credentials are not bona-fide, but a girl should not enter hurriedly into such an engagement. They should be sure that when they go out there they will live in the English colony, and they should see that the best of references has been obtained from North China. If a Lancashire girl got into some of the Chinese quarters her life would not be worth living."

"I have seen this man's letter, and it appears to be all right and perfectly genuine, but a young girl going so far away cannot be too careful."

A convicted forger has been sentenced by a Collyer Judge to serve two years as a term in the mountains. Because the prisoner in fifty-eight years old the Judge was not inclined to give him a good sentence.

Two men both incidentally celebrated in their connection with "The Great Escape" from the German prison of Colditz, who are recently released, have been the two Valleys who were the winners of the "The Great Escape" Cup.

THE "CHINA MAIL" OFFICE.

Books & Pamphlets: A SPECIALTY.

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc.

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**SCOTTISH SPORT.**

(From Our Own Correspondent.)

EDINBURGH, Feb. 24.

Edinburgh University and Hawick have each suffered a defeat, and this leaves Watsonians alone at the head of the Rugby club table. The students found their match in the Glasgow Academicals, who were much the better side. The game, unfortunately, was far from enjoyable: an Edinburgh forward was ordered off the field, and a half back sent to the hospital, while an Academical was off the field for a considerable time. Jed Forest, one of the victors, Hawick to the list of their victims. Indeed, the Watsonians, some of the prominent teams have so far escaped their attentions, but the Borders have still the chance of all lowering their colours. Watsonians, though without several of their stars, were quite strong enough to master the institution with ease. Fettes has had to cancel their return match with Merchiston owing to an outbreak of illness, and the Castle boys may therefore be hailed winners outright of the honour which they shared a year ago with Edinburgh Academy.

RUGBY RESULTS.

Glas. Academicals, 8; Edin. University, 0. Jed Forest, 13; Warrack, 12.







# The Secret of the Popularity of

## JOHNNIE WALKER

will be found inside every bottle.

Guaranteed same Quality throughout the World

JOHNNIE WALKER "White" Label. Over 6 years old.  
JOHNNIE WALKER "Red" Label. Over 10 years old.  
JOHNNIE WALKER "Black" Label. Over 12 years old.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

To be obtained from—  
KAMP & CO. SHANGHAI.  
PENNY, COOPER & CO. TIENTIN.  
THE HANKOW DISPENSARY, LTD.  
SIAM, SON & CO. CANTON & HONG KONG.

JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, DUNDEE, SCOTLAND.



### DEATH OF MR. R. L. STEVENSON.

#### A ROMANTIC MARRIAGE.

We regret to report the death, which, according to a Renter message from Santa Barbara, California, occurred at Montecito on Feb. 18th, of Mrs. Robert Louis Stevenson, widow of the famous novelist, says the "Daily Telegraph."

The late Mrs. Stevenson was an American lady. As Miss Fanny Van der Grint, she was first married to Mr. Samuel Osbourne, and resided with him at San Francisco. Of this marriage, which was not a happy one, there were a daughter and a son, the late Mr. Lloyd Osbourne, who was born in 1898. Mrs. Osbourne made the acquaintance of Robert Louis Stevenson in 1870, when she was living with her daughter and son in the art student circles of Paris and Fontainebleau. The novelist and essayist was then 26. At the close of 1878 Mrs. Osbourne returned to her home in California. In August of the following year Stevenson became alarmed at the news of her ill-health, and determined to go to California. He had already written some works, which are now famous, including some of the essays of the Virginian-Popular series, but he had not established himself in popular favour. Partly for reasons of economy and partly for the sake of the experience, the novelist crossed the Atlantic as a steerage passenger, and continued his journey as an emigrant. The discomforts of this arduous travel seriously damaged his already delicate health. In California he spent a period of eight months, partly at Monterey and partly at San Francisco. At one time he became very seriously ill, and nearly succumbed to a complication of pleurisy, malarial fever, and exhaustion. His literary industry, however, was pursued as diligently as ever. During this period he wrote "The Pavilion on the Links," which some critics regard as the finest short story in the English language, the excellent romance "Princess Otto," and other stories and essays. He also contributed to a Monterey journal, but it is said that his newspaper articles were locally considered as not quite up to the standard of style approved in California.

#### MYSTIC WANDERINGS.

Meanwhile Mrs. Osbourne had divorced her husband, and some months later, in May, 1880, she and Stevenson were married. She nursed him through a grave bout of illness, and then they went to stay at a deserted mining camp above Calistoga, in the Californian coast range. This spot is described in "The Silverado Squatters." In August, 1880, Stevenson brought his wife to his parental home in Edinburgh. His health, however, continued to cause anxiety, and he and his wife commenced their series of wanderings, in which the novelist vainly sought relief from his maladies. He had become a victim of chronic lung disease, and his condition was such that the slightest exposure or exertion caused him acute illness and prostration. None the less in the intervals between attacks he worked with unflagging energy and zest. He spent two winters in Davos, returning to Scotland in the summer months. But his native climate proved too harsh for him, and eventually he resided first near Marseille, and then at Hyeres. There Stevenson enjoyed a brief respite, but in 1884 he was again seriously ill, and he and his wife went to live at Bourneville. But his health showed no improvement, and in 1887, after his father's death, he took his wife, mother, and stepson to America. They stayed for a time in the Adirondacks, and in June, 1888, they set out on a long cruise in the Pacific. On this and subsequent voyages Stevenson found great enjoyment and improved health, and finally he settled with his family, which now included Mrs. Stevenson's daughter, Mrs. Strong, in Samoa. Their house was built on the mountain, above Apia, and the name that Stevenson gave to the new home was Vailima.

#### HAPPY YEARS IN SAMOA.

In this beautiful island Stevenson spent the last four years of his life, enjoying far better health than he had known previously during his adult life. He was exceedingly happy in his home, and was worshipped by the natives, who called him Tuiatila. In the last three years his step-daughter acted as his amanuensis in his literary labours. His stepson collaborated with him in the writing of several works, among them being "The Wrong Box," "The Wrecker," and "The Ebb Tide." On the afternoon of Dec. 16, 1894, Stevenson was talking gaily to his wife when he was seized with apoplexy, and died within two hours. He was buried in his romantic grave on Mount Vaea by sixty natives.

**EVERY BEETLE EVERY BUG**

is killed by Keating's Powder when it comes in contact with it.

Sold in Tins only.

The untold story is told in the book "Keating's Powder" and all household insects are killed.

Use **KEATING'S POWDER**

Mrs. Stevenson was a perfect companion for her husband. With keen intellectual interests she stimulated him in his literary tasks. She also shared his love of a free, unfettered life, and although herself delicate in health, proved his most efficient and devoted nurse. She suffered another great bereavement some two years ago in the death of her son, Mr. Lloyd Osbourne.

### RAILWAY AND OTHER CONCESSIONS IN CHINA.

#### French Enterprise.

The preliminary agreement, says the "London and China Express," has been signed between the Chinese Government and the Banque Industrielle de Chine for a loan of £4,000,000, to construct the projected line from Yanchow Harbour, near Tientsin, via Daming, Fong, and Siegi, to Yunnan-fu, and thence to Chungking. The arrangement includes the construction of a port at Yanchow. The interest is 5 per cent., and China gets the money 51 points below the market rate. The period of the loan is 40 years. It is reported the Chinese Government has promised the British-Chinese Corporation the right to construct 450 miles of railway from Peking, running north-east to Chingnan, passing through Jehol, which may require modification of the agreement with Russia not to seek railways outside the Great Wall.

The Peking correspondent of "The Times" states:—An instructive feature of the preliminary agreement is that it stipulates the unconditional payment of a large sum, believed to amount to £20,000,000 (£200,000,000), on the signature of the final agreement. This is virtually "bargain money," but it is euphemistically described by the Chinese as "for administrative purposes." This notable success of French enterprise has been secured by the handsome pecuniary inducement mentioned above. The Chinese, in their present impetuous circumstances, are prepared heavily to mortgage the future, in exchange for trifling but immediate accommodation, and it is not difficult to see how a share of what is going on, on their terms, we will find ourselves commercially in the cold hereafter.

The questions that have been addressed in the House of Commons to the Secretary of State for Foreign Affairs on the subject of compensation to British subjects for the disturbances that accompanied the transition to a Republic in China are possibly prompted by the experience of the claims put forward as the result of the "Midsummer Madness" in 1900, says the London and China Express. It is notorious that the claims preferred by certain States on that occasion were not exactly in accordance with the expenses actually incurred, and that as such amounts were enforceable, those who only claimed what would cover the outlays they had been put to were at a certain disadvantage, even if their moral conscience was quite at rest on the point. This suggestion has again gone round that the claims arising out of the change to republicanism in 1911 have in some cases been framed along similar lines, and that China, to save her pocket, would ask for a certain possible "shroffing" by getting the matter referred to The Hague for arbitration. In a mere matter of money such as this, China would probably not concern herself to do so. But, apart from this, there is the underlying idea that some national—as States in 1900—might get large claims through, whilst British claims might be whittled down and the parties put find themselves on the same level when the dollars were being distributed.

We are reminded by the possibility of such an eventuation of the story of the divine who ministered to the spiritual requirements of a fishing village in Cornwall, in the days when wrecking was welcomed, and all that was wrecked on the storm-tossed coast was legitimate prey. In the midst of an eloquent discourse the person was interrupted by a man clanking into the church and announcing a wreck. "The congregation instantly rose and was preparing to rush to the shore to acquire what spoils there might be. In a solemn voice the preacher bade them stay a moment whilst he said one word more. "One word before you go," he remarked, "be got to the pulpit door." "I have only one word to say," said he, "and that is, 'God bless you all.'"

### His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tonnage.	Ships.	L.H.P.	Commander.	Last report at.
Albatross	despatch vessel	1650	2	8000	Comdr. Archibald Cochrane	Hongkong
Atlas	Admiralty tug	710	2	800	Lt.-Comdr. B. S. Prichard	Hongkong
Bramble	river gunboat	710	2	800	Lieut. Comdr. W. H. Darvall	Shanghai
Bulwark	river gunboat	1070	2	1400	Capt. H. P. E. T. Williams	Shanghai
Chelmer	torpedo boat destroyer	580	4	7300	Lieut. H. T. England	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Ohio	torpedo boat destroyer	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Colas	torpedo boat destroyer	550	4	7300	Lieut. C. M. Blackie	Hongkong
Fame	torpedo boat destroyer	590	4	8700	Lieut. C. A. Poignand	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. Grant	Hongkong
Jad	torpedo boat destroyer	580	4	7300	Lieut. G. F. A. Mulock	Hongkong
Kennet	torpedo boat destroyer	580	4	7300	Lieut. E. K. Boddam-Whetham	Hongkong
Kinsba	river gunboat	814	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze River
Merlin	torpedo boat destroyer	580	4	7300	Lt.-Comdr. Gibson	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Hongkong
Moore	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Moore	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	84	3	240	Lieut. Com. Malcolm Murray	Yangtze River
Ribbles	torpedo boat destroyer	580	—	7500	Lieut. R. W. Wilkinson	Hongkong
Rosario	torpedo boat destroyer	580	—	1400	Lieut. F. A. N. Cromie	Hongkong
Robin	river gunboat	85	2	940	Lt.-Comdr. Nash	West River
Sandpiper	river gunboat	85	2	940	Lt.-Com. I. A. S. Hutton	West River
Snipe	receiving ship	4550	—	—	Commodore H. H. Anstruther, C.M.G.	Yangtze River
Tamar	river gunboat	180	2	800	Lt.-Comdr. S. P. B. Russell	Upper Yangtze River
Tal	river gunboat	710	2	900	Lt.-Com. E. R. N. Cottrill-Dormer	Hongkong
Triumph	battleship	11,985	18	12,500	Capt. P. Stratfield, M.V.O.	Hongkong
Uk	torpedo boat destroyer	580	—	7500	Lt.-Comdr. Maxwell	Hongkong
Welland	torpedo boat destroyer	580	—	7500	Comdr. Seymour	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Woodcock	river gunboat	150	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	800	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	8250	—	22,000	Capt. H. L. Cochrane	Colombo
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaimie	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

\* Flagship of Vice-Admiral T. H. M. Jerram, R.C.R., Commander-in-Chief.

### Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tonnage.	Ships.	Displacement.	Captains.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	—	—	—	Capt. Makovitz	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Eleber	French armoured cruiser	9770	12	19,800	Capt. Genta	Saigon
Montcalm	French flagship	9800	—	—	Capt. de Vaisean	Shanghai
Deidide	French gunboat	745	10	1200	Lieut. Vandier	Saigon
Argus	French river gunboat	180	8	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	2	500	Lieut. de Jerville	Canton
Peiho	French gunboat	130	—	—	Lieut. Collie	Tientsin
Dondard de Lognon	French gunboat	—	—	—	Lieut. Dupuy Duteau	Tientsin
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Frutze	French sub-marine	—	—	—	—	Saigon.
* Styx	French armoured gunboat	1738	10	1710	Lieut. Guillaume-Louis	Saigon.
Fronde	French destroyer	350	7	300	Lieut. Aurille	Saigon.
Iberville	French destroyer	—	—	—	Capt. de Frigate Roussin	Saigon.
Pistolet	French destroyer	130	7	300	Comdr. de Marquess	Saigon
Mousquet	French destroyer	307	8	300	—	Saigon
Manche	French surveying-ship	1825	10	3000	Comdr. Vivian	Saigon

\* Flagship of Capt. (Commodore) Boudin, Commander-in-Chief, the French China Station.

London	German cruiser	3600	2	3,500	Capt. v. Rembold	Hongkong
Gaussen	German armoured cruiser	11,800	—	—	Captain Brunschwiler	Tientsin
Illis	German gunboat	900	12	1300	Comdr. v. Götzen	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	14	11,000	Capt. Behncke	Tientsin
Leipzig	German gunboat	900	14	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörsberger	Tientsin
Otter	German river gunboat	—	—	—	Capt. Laut. Frie	Yangtze River
Scharnhorst	German flagship	11,800	36	26,300	Capt. von Schullis	Tientsin
S. 90	German torpedo-boat	140	8	8500	Capt. Lieut. Barrenburg	Tientsin
Taku	German torpedo-boat	280	4	1900	Comdr. v. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Röcker	Tientsin
Tungshan	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	500	Comdr. v. S. Pries	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Pionardi	Shanghai
Adamastor	Portuguese cruiser	1767	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patric	Portuguese gunboat	700	—	—	Captain José de Carvalho Grato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.									
U. S. submarine									
A 2						Ensign J. McO. Murray		Cavite	
A 4						Lieut. E. D. McWhorter		Cavite	
A 6						Ensign J. O. Van de Carr		Cavite	
A 7						Ensign C. M. Yates		Cavite	
Albatross	U. S. protected cruiser	3430	10	7500		Com. M. J. Bristol		Cavite	
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000		Ensign H. A. Jones		Cavite	
Berry	U. S. torpedo-boat destroyer	420	7	8000		Lieut. H. Hill		Cavite	
Callao	U. S. gunboat	243	8	250		Ensign W. L. Heiberg		Canton	
Chamorro	U. S. torpedo-boat destroyer	420	7	8000		Lieut. F. J. Fletcher		Cavite	
Cincinnati	U. S. protected cruiser	3183	11	10,000		Comdr. S. B. Robinson		Cavite	
Dale	U. S. torpedo-boat destroyer	420	7	8000		Lieut. C. A. Woodruff		Cavite	
Deatour	U. S. torpedo-boat destroyer	420	7	8000		Lieut. B. H. Green		Cavite	
El Cano	U. S. gunboat	420	4	600		Lt. Comdr. S. Gannon		Shanghai	
Helena	U. S. gunboat	1292	8	1988		Comdr. G. E. Marvel		Shanghai	
Mohican	U. S. station ship	1990	6	1100		Lieut. R. V. Love		Cavite	
Monadnock	U. S. monitor	8990	6	8000		Lt. E. P. Swann		Canton	
Monterey	U. S. monitor	4084	4	8277		Commodore J. V. Chase		Canton	
Panama	U. S. gunboat	242	8	—		Lieut. R. B. Taylor		Cavite	
Panama	U. S. gunboat	254	2	1200		Lieut. S. W. Wallace		Canton	
Pompey	U. S. gunboat	250	3	208		Lieut. J. J. Hannigan		Shanghai	
Quincy	U. S. gunboat	420	4	1600		Lt. Comdr. D. W. Warracott		Shanghai	
Rainbow	U. S. cruiser	365	8	360		Lt. G. O. Dickson		Shanghai	
Rainbow	U. S. armoured cruiser	6115	16	17,400		Comdr. H. A. Wiley		Shanghai	
Saratoga	U. S. gunboat	270	9	200		Lieut. T. Durr		Shanghai	
Saratoga	U. S. gunboat	1297	8	1984		Comdr. J. F. Hubbard		Shanghai	
Saratoga	U. S. gunboat	280	—	—		Chief Boatswain F. E. Radcliffe		Canton	

\* U. S. Pacific Fleet, at San Francisco, R. M. Anderson, Commander-in-Chief, United States Asiatic Fleet, at Manila.

### TO LET

MODREENAGH No. 21 East. The Peak from 1st April.  
Apply to GILMAN & CO. 84 Des Voeur, Hongkong, Feb. 18, 1914. 220

TO BE LET.  
FROM 1st APRIL 1914.

OLDESLOW, Austin Road, Kowloon.  
Apply to PATELL & CO. 79 Wyndham Street, Hongkong, Feb. 24, 1914. 254

TO LET.  
OFFICES in King's Building.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.  
Hongkong, Jan. 13, 1914. 882

TO LET.  
FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rental.

SHOP with Godown attached, NATHAN ROAD, Kowloon.  
Kowloon Marine Lot No. 48 with Wharf, WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court.  
No. 3 MILDEN VILLAS, from 1st April rent.  
Apply to HUMPHREYS ESTATE & FINANCE Co., Ltd. Hongkong, March 3, 1914

TO LET.  
OFFICES, Kowloon and Godowns on the Ground and Second Floors, No. 14, Des Voeux Road Central, the Premises now occupied by the COURT CHINA MONSIEUR, LITRE, 1st May, 1914, or earlier.  
Plots "Wild Dell" Buildings, Wanchai Road.  
No. 4 Mosque Junction.  
The "New" No. 48 Peak.  
Homestead, No. 45 Peak.  
Immediate possession.  
Apply to SANG LEE, c/o Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, Feb. 24, 1914. 252

TO LET.  
ROGATE, Austin Road, Kowloon, unfurnished.  
No. 68 Peak, MOUNT KELLET, (Church Mission Society Bungalow) till 30th May 1914, partly furnished, Cheap rent.  
No. 6 CAMERON VILLAS, No. 59 Peak, to let furnished for one year from 1st May 1914.  
No. 19th SHELLEY STREET, from 1st October 1913.  
No. 5 MOUNTAIN VIEW from 1st April, 1914.  
No. 12 BEACONSFIELD ARCADE, Shop.  
To let till 31st October, 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.  
FOR SALE  
HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.  
"OLENSHIEL," 124 Barker Road, 5 rooms, close to Tram Station.  
Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, March 17, 1914. 81

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SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON, 1914.  
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers	Steamers to	Leave	Leave	Connecting Steamers	Due at	Due at
Yokohama	Colombo	Shanghai	Hongkong	from	Marseilles	Fremantle
Yokohama	Colombo	Shanghai	Hongkong	from	Marseilles	Fremantle
Mar. 10	DAVANA	Mar. 28	Mar. 28	MEDINA	Apr. 24	Apr. 30
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 8	May 14
Apr. 18	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYE	May 6	May 9	MOOLTAN	June 5	June 11

THE ATTENTION OF PASSENGERS IS DRAWN TO THE Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

Steamer	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Colombo	from	Marseilles	Fremantle
1st SALOON	"A"	Accommodation	SINGLE	285	RETURN	297
2nd SALOON	"B"	"	"	244	"	256
3rd SALOON	"C"	"	"	240	"	250

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamer	Leave	Leave	Leave	Leave	Due at	Due at
Yokohama	Shanghai	Hongkong	Colombo	from	Marseilles	Fremantle
Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14	
Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28	
Apr. 14	Apr. 25	Apr. 29	May 3	June 3	June 12	
Apr. 28	May 9	May 13	May 20	June 18	June 27	

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON 250 SINGLE: 275 RETURN.

2nd SALOON 235 SINGLE: 255 RETURN.

FARES TO MARSEILLES:

1st SALOON 246 Single.

2nd SALOON 233

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

Steamers	Tons	To Sail
WAPLES, GENOA, ALGIERS, LEBON, SOUTHAMPTON, ANTWERP & BREMEN	17,000	WEDNESDAY, 18th March at 10 a.m.
SHANGHAI, NAGASAKI, YOKO, KOBE & YOKOHAMA	17,000	THURSDAY, 19th March at 8 a.m.
MANILA, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	6,750	SATURDAY, 21st March at 9 a.m.
KOBE	6,000	ABOAT, TUESDAY, 24th March
JESSELTON, KUDAT AND SANDAKAN		THURSDAY, 26th April at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE

NEXT SAILINGS FROM HONGKONG, OUTWARD.

Steamship about 1914

For Havre, Emden and Hamburg/Bremen: S.S. GRENIS about 6th of May.

For Marseilles, Rotterdam and Bremen: S.S. SIGMARINGEN about 15th of May.

For Havre, Emden and Hamburg/Bremen: S.S. NORDERNEY about 1st of June.

For Marseilles, Rotterdam and Bremen: S.S. HELGOLAND about middle of June.

For Havre, Emden and Hamburg/Bremen: S.S. BORKUM about end of June.

THOS COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

SHIPPING

AUSTRIA LLOYD

Under Mail Contract with the Austrian Government  
MONTHLY FAST SERVICE TO TRIESTE (VENICE).

S.S. KOERBER, 9,900 tons, will leave as above on 15th April at 4 p.m.

Superior accommodation for 1st, 2nd and 3rd class passengers, no surtax, no inland duties, no port charges. No Carriage. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

S.S. AUSTRIA, 14,000 tons, will leave as above about 6th April.

These Steamers, of large tonnage, are fitted with comfortable and clean accommodations for Saloon passengers. No Carriage. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £45.

RAILWAY FARES Triest-London.

Via Vienna, Milan, Bologna, Florence, Rome, Naples, Port of Spain, Genoa, 1st Class £12, 2nd £8, 3rd £5.

Via Vienna, Milan, St. Gothard, Lucerne, Bern, Olten, Basel, Zurich, 1st Class £12, 2nd £8, 3rd £5.

Via Vienna, Cologne, Brussels, Antwerp, Rotterdam, Amsterdam, 1st Class £12, 2nd £8, 3rd £5.

Via Munich, Cologne, Frankfurt, 1st Class £12, 2nd £8, 3rd £5.

TO SHANGHAI:

S.S. KOERBER, 9,900 tons, will leave as above on 1st April, at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £24, 2nd £14, 3rd £8.

TO KORE, VIA SHANGHAI, YOKOHAMA.

S.S. PERSIA, 12,500 tons, will leave as above about 2nd April.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers Captain Leave

'SEATTLE MARU' ..... T. Saito ..... Saturday, 21st March at 1 p.m.

'MEXICO MARU' ..... K. Kobayashi ..... Wednesday, 1st April at 1 p.m.

'CHICAGO MARU' ..... T. Goto ..... Thursday, 16th April at 1 p.m.

'CANADA MARU' ..... H. Yamamoto ..... Wednesday, 29th April at 1 p.m.

'TACOMA MARU' ..... T. Hamada ..... Thursday, 14th May at 1 p.m.

'PANAMA MARU' ..... J. Kaneko ..... Friday, 14th May at 1 p.m.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.

Calling at MOJI, KOBE, YOKOHAMA & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG, AND COLOMBO.

Steamer Captain Leaving

'JAVA MARU' ..... D. Fuchigami ..... Sunday, 6th April a.m.

'SAIGON MARU' ..... T. Yamaguchi ..... Thursday, 16th April a.m.

'MALAY MARU' ..... T. Miyata ..... Sunday, 26th April a.m.

'LUZON MARU' ..... T. Miyata ..... Sunday, 26th April a.m.

For MOJI, KOBE & YOKOHAMA.

Steamer Captain Leaving

'SAIGON MARU' ..... T. Yamaguchi ..... Thursday, 16th April a.m.

'LUZON MARU' ..... T. Miyata ..... Sunday, 26th April a.m.

'INDO MARU' ..... K. Komiya ..... Sunday, 26th April a.m.

CHINA AND FORMOSA LINE.

For TAMSUI via SWATOW & AMOY.

Steamer Captain Leaving

'DAIGI MARU' ..... S. Tokushige ..... Sunday, 22nd March at Noon.

'DALIN MARU' ..... K. Murakami ..... Sunday, 29th March at Noon.

For FOOHONG via SWATOW AND AMOY.

Steamer Captain Leaving

'KALJO MARU' ..... Y. Yamamoto ..... Wednesday, 25th March, at 2 p.m.

For ANPING & TAKAO via SWATOW & AMOY.

Steamer Captain Leaving

'SOSHU MARU' ..... K. Tashira ..... Leaving

For CANTON.

Steamer Captain Leaving

'SOSHU MARU' ..... K. Tashira ..... Leaving

These Steamers of the China and Formosa Line have excellent accommodations for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Prince's Building).

For further information, apply to

Z. KAMIYA, Manager, Second Floor No. 1, Queen's Building.

PHILIPPINES STEAMSHIP Co.

Steamship Tons Captain For Sailing Date

ZAVIRO 4,000 P. B. McMurtry Manila, Mangar, Cebu & Balic (Mar. 23, at 4 p.m.)

RUBI 4,000 J. Miller Manila, Mangar, Cebu & Balic (Apr. 3, at 4 p.m.)

Passengers holding round trip tickets may return by any Steamship of the Pacific Mail S.S. Co., Tyo Kisei Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

Electric Light and Fans in every Cabin. Competent Stewardess carried.

For freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

THOS COOK & SON.

TOURIST STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

Head Office for the Far East: 15, The Strand, Hongkong.

SHANGHAI: 11, Fook Yee Road.

YOKOHAMA: 11, Nishi-Shinjuku.

MANILA: 11, Market Street.

P.O. Box 100.

SHIPPING

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 1st April. Connecting with "KATHIAWAR".

From Colombo: 17th April, 1914.

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient tonnage is offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

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On or about

Connecting at Calcutta with

on or about

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JAPAN Mar. 25.

DUNERA Mar. 27.

NAHSANG April 3.

"UMKUI" 10 April.

"UMHUT" 6 May.

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S.S. CUCKMARK 3rd April

S.S. ALTMARE 10th April

S.S. FURSTBOLW 16th May

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Steamers

Arrive Hongkong

Leave Hongkong for

Manila

Manila

Manila

Manila

Manila

Manila

Manila



